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REFERENCE

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COAST GUARD MAKES PLANS FOR 1948 INTERNATIONAL ICE PATROL

Tentative assignment of ships and personnel for the 1948 International Ice Patrol have been made by Coast Guard Headquarters, with the cutters *Mendota*, *Mocoma*, and *Evergreen* being readied for the duty. The International Ice Patrol, a service performed by the Government of the United States under a cooperative agreement with a number of maritime nations bordering on the North Atlantic, has been maintained regularly since the sinking of the *Titanic* in 1912, with the exception of two wartime periods.

The *Titanic* disaster, in which the ship collided with a large iceberg, occurred off Newfoundland, in the path followed by many bergs in their southward drift from Greenland. In the years during which the International Ice Patrol has been in operation, an intensive study has been made of ice prevalence and movement, this knowledge being of great value in the prevention of disasters.

The icebergs which menace North Atlantic shipping, break off the glaciers of the west coast of Greenland. In an average year it is estimated that about 7,500 sizable bergs become water-borne. The West Greenland Current, flowing northward through Davis Strait into Baffin Bay, carries these bergs in a circular path, first north, then west, then south, around Baffin Bay. Emerging through Davis Strait, many of the bergs are caught in the Labrador Current which carries them south along the coast of Labrador and Newfoundland. As the ice approaches the southeastern point of Newfoundland it enters an area of the Atlantic through which pass the vessel tracks from northern Europe to American North Atlantic ports. Here the bergs tend to scatter, as they are caught in the Gulf Stream which flows eastward. About 400 bergs drift south of Newfoundland in an average year, and about 25 reach the latitude where the *Titanic* was sunk.

The iceberg menace is greatly magnified by the fact that the areas where the southward path of the bergs crosses that of the North Atlantic vessel traffic, is also an area of persistent fog during the ice season. Studies of the movement of ice have led to the prescribing of vessel tracks which are south of the normal fog and iceberg waters. The Coast Guard vessels on ice patrol duty locate those bergs which approach the vessel lanes, plot their courses, and broadcast their position to all ships in the vicinity. The number of bergs which reach the present vessel lanes is comparatively small, but the danger of collision is always present unless the presence of the bergs is known.

One of the more recent improvements in the conduct of the International Ice Patrol is the use of planes for the making of aerial surveys. In 1947, Coast Guard planes were used for such work to an extent greater than in any other year, and it is expected that similar air

[1] Published with the approval of the Director of the Budget.
Distribution (SDL No. 31):

A: a; b, c (5 ea); d, e, f, i (3 ea); remainder (1 ea)
B: c (14 ea); g (7 ea); e, f, h, i (5 ea); j (3 ea); k, l (2 ea); remainder (1 ea)
C: a, b, c, d (3 ea); remainder (1 ea)
D: all (1 ea)
List 118 (Foreign)

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reconnaissance will be possible this season. Ships assigned to the patrol for 1948 will be equipped with radar, this being the second season when such apparatus was available.

NOMINATIONS FOR APPOINTMENTS AND PROMOTIONS SENT TO CONGRESS

The United States Coast Guard issued the following statement:

"The list of nominations for appointments and promotion of Coast Guard officers transmitted to Congress by the President 16 January results from the enactment of Public Law 219 passed during the first session of the Eightieth Congress. It includes the names of regular officers of the Coast Guard as well as officers holding Reserve commissions and officers temporarily promoted from warrant or enlisted grades. No permanent promotions have been made in the Coast Guard since the summer of 1942, and the nominations of regular officers included represents the first permanent advancements of such officers since that date.

"Most officers now on active duty are holding temporary ranks. This includes those commissioned officers who were temporarily promoted from warrant and enlisted grades and who having demonstrated their fitness for commissioned rank have been recommended for permanent commissions in accordance with existing needs.

"Most of the Reserve officers recommended for permanent appointment are personnel who were employees of the former Bureau of Marine Inspection and Navigation transferred to the Coast Guard in 1942. The functions of the Bureau were permanently vested in the Coast Guard in 1943, and the induction of this personnel into the regular military establishment of the Coast Guard is necessary in the interest of efficient operation.

"Additional duties and responsibilities of the Coast Guard have created the necessity for an increase in its authorized strength. In order to accomplish this and to clarify the entire personnel situation the first session of the Eightieth Congress passed Public Law No. 219, the purpose of which is to integrate certain personnel of the former Bureau of Marine Inspection and Navigation and the Bureau of Customs into the Regular Coast Guard, to establish the permanent commissioned personnel strength of the Coast Guard and for other purposes.

"This bill places a ceiling of 2,250 on the number of commissioned officers on active duty and provides that "the President is authorized to appoint by and with the advice and consent of the Senate permanent commissioned officers in the Coast Guard in ranks appropriate to their qualifications, experience and length of service, as the needs of the Coast Guard may require and as are found, by the Secretary of the Treasury, as a result of such examinations as he may deem necessary, to be mentally, morally, professionally and physically qualified" from the following categories:

"(1) Graduates of the Coast Guard Academy.

"(2) Temporary commissioned officers of the Coast Guard.

"(3) Chief warrant officers, warrant officers and enlisted men of the Coast Guard.

"(4) Members of the Coast Guard Reserve.

"(5) Licensed officers of the U. S. Merchant Marine who served four or more years aboard a vessel of the United States in the capacity of a licensed officer.

"(6) Personnel of the former Bureau of Marine Inspection and Navigation and the Bureau of Customs who were transferred from those bureaus to the Coast Guard and who held Civil Service ratings of CAF-9, P-3 or above."

APPLICATIONS FOR THE 1948 ACADEMY CADET EXAMS ARE FILED BY OVER 1,000

Over 1,000 young men throughout the country filed applications to take the coming examinations for admission to the Coast Guard Academy, prior to the 15 January deadline. Those found eligible will receive letters authorizing them to appear for examination. Such letters will reach them by 9 February and will indicate the place where they are to appear. There are 62 examination centers throughout the country, where the examinations will be conducted under the direction of the Civil Service Commission and Coast Guard officers.

The date of the cadet examination was this year changed from May to early February, this necessitating a special effort to acquaint all interested schools and individuals with the new date.

During the period 1 September 1947 to 15 January 1948, 25,000 copies of the cadet booklet "Career for Tomorrow"

were mailed to all collegiate and secondary institutions in the country. The poster containing notification of the examination has been displayed in every post office in the country since 1 September 1947. Approximately 50 Coast Guard officers have visited secondary schools throughout the country exhibiting the film, "The Coast Guard Academy." All Boy Scout counselors throughout the country, Kiwanis Clubs, Rotary Clubs, etc., published information in their monthly bulletins. Individual letters were written to each Congressman and Senator and each recruiting office was furnished all necessary information.

Although it was realized that the policy of conducting the examination earlier might lead to fewer applicants, it is believed that for a long range program, the earlier date of conducting the examination will be advantageous to the Service in that the examination is now being conducted at the same time as that of the other Service Academies and it is believed will give the applicants a better chance of going to the Coast Guard Academy before receiving notification of their acceptance to the other Service Academies.

AUXILIARY DIRECTORS AND COMMODORES ATTEND CONFERENCE IN WASHINGTON

A conference of directors and commodores of the Coast Guard Auxiliary was held in Washington on 29–30 January. Meetings were held in the council room at Coast Guard Headquarters, and were presided over by Capt. Chester A. Anderson, national director of the Auxiliary. Among the speakers at the meetings was Rear Adm. Merlin O'Neill, assistant commandant of the Coast Guard.

Following is the program of the meetings:

29 JANUARY

Opening remarks by Capt. Chester A. Anderson.

Official welcome—Rear Adm. Merlin O'Neill.

District reports for calendar year 1947 and outline of plans for calendar year 1948.

Membership:

(*a*) Qualifications.
(*b*) Ratio of owners to non-owners.
(*c*) Proof of part ownership.
(*d*) The "ex-owner" problem.
(*e*) Disenrollments in general.

30 JANUARY

Education and training:

(1) Flotilla instruction.
(2) Public lectures.
(3) New courses.
(4) Practical instruction.

Uniforms, designation, insignia, etc.

Suggestion and discussions of new Auxiliary functions which it may be desirable to develop.

Discussion of Reserve and Temporary Reserve developments.

Discussion on Auxiliary leadership and Auxiliary promotion.

District activities.

Flotilla activities.

Public interest and cooperation.

Public information.

Finances.

Suggested amendments to Auxiliary Instructions.

NEED FOR INSPECTIONS AND BETTER EDUCATION SHOWN BY SMALL BOAT SURVEY

With the Coast Guard's Auxiliary courtesy boat inspection program an accomplished fact, and plans being made to continue the work during the coming boating season, it is of interest to learn something of the results of these inspections. In the Third Coast Guard District, which is probably typical of the country at large, certain facts were noted. These facts indicated that only about one-third of the boats submitted voluntarily for inspection passed the first time. This means that two-thirds of the boats could not qualify on very elementary requirements. In evaluating this fact, it must be borne in mind that practically every owner submitting his boat to a voluntary inspection must have thought that it was equipped according to law. The inference is that one-third or less of the boats in the area comply with the law.

The principal deficiency discovered in these boat inspections was in the fire-extinguishing equipment. While most boats were equipped with the requisite number, many extinguishers were found to be empty or not workable. Explosions and fires aboard small boats in the Third Coast Guard District were at a high level during the past season, a situation which can only be partly remedied by the enforcement of the laws and regulations. These fires and explosions were largely due to gasoline fumes in bilges, caused by leakage, dripping carburetors, or refueling operations. Such hazards can be brought to the at-

tention of boat owners and overcome only by an intensive educational program and the frequent inspection of boats.

These facts point to the great value of the Coast Guard Auxiliary as a means of promoting safety in the operation of small boats. The value of courtesy boat inspections goes far beyond the mere promoting of high ideals in boating, for these inspections aim at the prevention of serious accidents often resulting in fatalities. The inspections are not to be looked upon as law enforcement work but as a preventive safety activity of even greater value.

The Coast Guard Auxiliary is therefore well justified in embarking upon its new program of free classes open to the public at which the basic principles of safe small boat handling will be taught. Courtesy boat inspections have brought the real facts to light, and have encouraged many owners to take corrective measures. Thousands of boat owners, however, are willing to follow safe practices, but do not know in detail what constitutes the safe operation of a small petroleum-fueled boat. This need can be met best by education.

In connection with this matter of safety in the operation of small boats, it is pertinent to mention that members of the motorboat and yacht industry will meet with the Coast Guard's Merchant Marine Council in New York on January 15, to consider the general problems of small boat safety.

FAMOUS FORMER COAST GUARD CUTTER "BEAR" AGAIN SOLD BY GOVERNMENT

The *Bear* was built in 1874 in Scotland, the hull being built by A. Stephen & Sons, Dundee, and the engines and boilers by the Greenock Foundry Co. of Greenock. She was a barkentine rigged steamer, with an over-all length of 198 feet, a beam of 28½ feet, and a draft of 18 feet, and displacement of 1,700 tons. Especially designed for ice breaking, the hull was of solid wood, and the stem post was reinforced with from 7 to 9 feet of solid timber. The 350-horsepower engine gave her a cruising speed of only 8 knots, yet she was also fitted as a barkentine, and carried a full suit of sails to assist the engine.

The *Bear* originally served as an Arctic whaler, but was purchased by the United States Navy in 1883 for the Greeley Relief Expedition, on which she ventured beyond Grinnell Land in the American Arctic.

An act of Congress of March 3, 1885, transferred the *Bear* from the Navy to the Revenue Marine (forerunner of the Coast Guard), the ship being in New York at the time. After certain repairs were made, she was ordered to San Francisco, departing from Staten Island on November 8. Sailing around the Horn, she reached San Francisco on February 23, 1886. Her first northern assignment was to search for the crew of the bark *Amethyst* in the Arctic. From that time until the beginning of World War I, the *Bear's* history was a long succession of cruises to the Arctic, on more or less routine patrols and for the purpose of making searches for specific overdue vessels.

The rescue for which the *Bear* is most famous was the relief of 8 whaling vessels trapped in Arctic ice near Point Barrow in 1897, with nearly 500 American whalemen aboard. When an appeal for governmental assistance was made to President McKinley, he referred the matter to the Secretary of the Treasury as within the province of the Revenue Cutter Service. Captain Tuttle of the *Bear*, which had just completed her annual summer cruise to Point Barrow, was instructed to do what was possible.

The Arctic was already blocked with ice, and the *Bear* could not hope to reach Point Barrow again before the next August, but there was a possibility that she could reach Kotzebue Sound and that an expedition could travel overland from that point. To find transport for supplies for 500 men for 8 months or more would be impossible at the time of year when the *Bear* would again reach Alaska. The only solution would be to drive food overland on the hoof, and the only food animal that could survive such a trip was the reindeer.

The *Bear* left Port Townsend, Wash., on November 30, 1897. Ten days later she reached Unalaska. When about 85 miles from Cape Nome, heavy ice prevented any further progress, and the relief expedition had to be landed at Cape Vancouver. This was the beginning of the saga of the "Overland Relief Expedition," which finally reached Point Barrow, a story of almost insurmountable hardships told only in many pages.

In April 1917, the *Bear* was temporarily transferred to the Navy, but a few days later was again under the jurisdiction of the Coast Guard, and continued to serve throughout the war in North Pacific waters.

The *Bear* was placed out of commission at Oakland, Calif., on May 3, 1929, and turned over at that time to the city of Oakland.

The *Bear* was recalled to active duty by the Navy in 1933, and sent on the Byrd expedition to Little America. During World War II the *Bear* was Navy manned and employed on the Greenland Patrol. She had recently been laid up at Hingham, Mass.

YEARS END FINDS SERVICE ACTIVITIES ON FIRM PEACETIME FOOTING

The following material supplements the article appearing in the January issue of the Bulletin under this same heading.

AVIATION

Despite a reduction in the number of operating aircraft and air stations in 1947, Coast Guard aviation was able to continue to render services as heretofore although to a somewhat lesser degree in some instances. In addition to its well-known search and rescue activities, Coast Guard aviation engaged in other work including logistic support for outlying Coast Guard units; cooperation with the Bureau of Internal Revenue; aerial map-checking and photography in cooperation with the Coast and Geodetic Survey in United States and Alaska; and aerial surveys for the Department of the Interior. Transportation of personnel, equipment, supplies, etc., to flood and hurricane areas accounted for many hours of flying and survey in these areas continued throughout the state of emergency.

Progress has been made during the year in perfecting rescue equipment and techniques. Helicopter operations at night and under unfavorable weather flying conditions have been carried out with the view of increasing availability of rotary wing assistance. The equipment for carrying stretchers and hoisting persons into the helicopter while hovering have been developed to the point that these events are now regarded as commonplace.

Studies and plans are continually being developed to enable Coast Guard aviation to rended a greater degree and more efficient service to the Nation.

CIVIL ENGINEERING

Since the end of the recent war, the civil engineering in the Coast Guard has been in process of returning to a peacetime basis. The civil engineering work of the Coast Guard includes maintenance and repair of all buildings, structures, and utilities at all shore units and all buoys, and the construction of all new buildings, structures, and buoys. Construction during the war was temporary in nature and was limited to work that would promote the war effort. Maintenance and repair during the war, of the more than 23,000 structures having a total value in excess of $140,000,000 was deferred in every case where safety of life and property was not jeopardized by such delayed maintenance. While this policy conserved strategic materials and manpower which contributed toward the war effort, it did result in accruing a backlog of maintenance and repair work presently estimated at approximately 11 percent of the value of the structures. In spite of the handicap of reduced personnel in civil engineering and inadequate maintenance and repair funds with which to carry forward the Coast Guard's program of maintenance and repair and construction work, the following projects are typical of those that have been designed, completed, or are in the process of being completed, in the last 12 months.

Boston Base, Constitution Wharf, Boston, Mass.: Construction of a wharf has been completed. The wharf is of concrete construction to support heavy loads.

Depot, St. Petersburg, Fla.: Construction of a reinforced concrete dock to support heavy loads.

Miami Base, Miami Causeway, Miami Beach, Fla.: Bids have been solicited for base structures, consisting of administration building, carpenter shop building, machine shop building, storage building, and accessories. Buildings are of monolithic concrete design, and are supported by precast reinforced concrete pile foundations.

Cuttyhunk Lifeboat Station, Cuttyhunk, Mass.: Bids have been solicited for the construction of station buildings which are of the permanent type frame construction, supported by concrete foundations.

Loran stations in the Aleutian and Hawaiian chains: Design and working drawings have been prepared for station structures in these chains, and actual construction work will start in the near future.

Loran signal buildings for Nantucket Island, Cape Hatteras, Folly Island, and Hobe Sound Loran stations: Preparation of working drawings and specifications are now in progress.

Tybee Island, Savannah Beach, Ga.: Design work and preparation of work-

ing drawings is now in progress for the construction of a steel sheet pile bulkhead.

Portsmouth Depot, Portsmouth, Va.: Design work and preparation of working drawings are now in progress for the construction of a shop building.

Nantucket, Mass., and Bodie Island, N. C.: Fabrication and complete installation of two 300-foot skeleton steel radio antennae has been effected.

Redesign of solenoid electric bell striker has been completed, and orders placed for equipment to convert approximately twelve 9 by 32 bell acetylene to 32 bolt electric operation.

Remote controlled fog signal and lighting equipment has been purchased and shipped for installation on the original Mid Channel Lincoln Rock structure.

Standard polarized connector for use on all minor lens lanterns both ashore and afloat has been developed and purchases made for test and comment, and now in process of being placed on contract for installation.

Specifications have been prepared and orders placed for Diesel engine generator sets which will supply not only electricity but all heat for Loran stations to be constructed in the Aleutians. The aggregate capacity per station will be approximately 200 kv.-a. The total heat recovery from Diesel fuel will be approximately 70 percent.

Modern wet sand-blasting equipment has been purchased and distributed to the service.

Now sponsoring comparative tests of standard incandescent electric light sources in comparison with cold cathode gaseous discharge light sources. A test on a pair of buoys is now under way.

Study, design, and preliminary drawings have been prepared for Scotch Cap Radiobeacon Station, Alaska; Sarachef Light Station, Alaska; Sault Ste. Marie bulkhead and base layout, and chapel at the Coast Guard Academy.

Modernization of various light stations by installing electric lighting systems, sewage systems, etc.

Fort Macon Lifeboat Station, N. C.: Construction of engineering building now under way. Building is of concrete masonry unit construction supported by concrete foundation.

ELECTRONICS

The end of 1947 finds the adoption of navigational radar by United States merchant shipping interests an established fact. The original excitement produced by the release of radar from military to public use has subsided and the hectic scramble by manufacturers to get equipment on the market has given way to a more judicious program of sound engineering and stable production.

The use of radar by United States merchant vessels is not by any means yet universal but sufficient information is on hand to permit a brief summary.

At present, something over 300 navigational marine radars are estimated to be in use on United States merchant vessels of various types, ranging from small fishing vessels to the largest trans-oceanic liners. As was to be expected, the masters of radar-equipped vessels are perhaps overly enthusiastic in their appraisal of the equipment as a navigational aid. However, it is probable that the full value of the radar has not yet been realized in many cases because the correct interpretation of all the information presented on the indicator, while not difficult, requires a certain amount of experience.

There are six manufacturers in the United States producing radar equipment for commercial use. Most of these were engaged in this work for the military and naval forces during the war. In fact, some of the commercial radars first available were adaptations of the simpler military shipboard equipments. However, the designers early recognized the need for simplicity and the equipments now being manufactured are designed for maximum reliability and ease of operation.

It is generally understood that commercial users cannot afford the trained technicians so necessary to military radar maintenance and this imposes upon the vendors of civilian equipment the responsibility of establishing and maintaining a world-wide service organization. Indeed, this is the most difficult problem facing these companies, particularly the strictly manufacturing companies who have not heretofore maintained such a field service organization.

The equipments themselves are generally quite good and in each of the two classes of 3 and 10 cm. they differ only in minor respects All six types generally comply wit. U. S. Coast Guard Advisory Minimum Specifications for Navigational Radars. The problems involved in installation aboard vessels of various sizes have naturally been given considerable attention.

Provision is made in most merchant ship radars for the reception of the simple Ramark type radarbeacon signals, as well as adjustments to provide

maximum picture clarity under varying sea conditions. The most significant difference in the several makes is the operating frequency. At present, some operate in the S, or 10-cm. band, and others in the X, or 3-cm. band. There is still some divergence of user opinion as to which is better for all-around use. However, the technical aspects of operation of the two types are fairly well defined. Briefly, the X-band radar has better resolution, i. e., smaller targets can be seen. This is of particular value in restricted or congested areas. By the same token, rough seas and local squalls show up on the scope and obscure the important targets, and it is the absence of this fault which is pointed out by those in favor of the S-band radar. There are other lesser differences between the two but the user interest seems to center around this particular point. The differences between the two classes vary in individual cases because of special individual features such as narrow beam antennas and special circuits and "clutter" discrimination.

At the outset of the merchant marine radar program, the U. S. Coast Guard prepared and distributed advisory specifications. These were in no way binding upon the manufacturers but they, without exception, followed the specifications closely in their designs. These recommendations covered both X and S band radars and made no attempt to specify one as preferable to the other. It is possible that a compromise frequency may be useful. A few experimental sets have been made which operate at a frequency approximately midway between the 3 and 10 cm. bands but reports so far have not shown any particular advantage for this frequency. Another new development is the use of a redesigned antenna for the S-band radar to provide a very high degree of bearing resolution. This appears promising but the large physical size of the antenna will probably limit its use to large ships due to installation difficulties.

There have been two gradual developments during the past year having to do with navigational aids for use by radar-equipped ships. These were undertaken by the U. S. Coast Guard to keep pace with the rapidly increasing use of radar by merchant ship operators and in accordance with the custom of exploring and evaluating every new means for improving the safety of navigation in United States waters. One of these is termed "Ramark." It is a special beacon operating in the radar bands, either X or S, and can be located ashore on points, headlands, etc., in much the same manner as lighthouses. The radar user can obtain an accurate bearing by operating a simple switch to shift the radar receiver frequency a small amount so as to receive the beacon signal. This equipment is now in experimental use only. The other development is that a practical form of radar reflectors for buoy use. These are an extension of the idea of "corner" reflectors and several have been installed experimentally on regular buoys in channels and roadsteads. Several designs have been tested and the ones now used consist of eight trihedral reflectors placed around the periphery of a 4-foot circle lying in a horizontal plane, and so arranged as to reflect radar beams from any bearing. This scheme has proven quite effective, and of course works as well with one radar band as the other. Tests indicate that equipping the larger type buoys with reflectors increases the range at which they can be seen by radar from 50 to 75 percent by virtue of the increased signal strength of the echo. Also, reflector-equipped buoys are usually visible through the "sea return" or "clutter" associated with choppy weather, when buoys without reflectors are largely obscured. The reflector assemblies are designed for easy installation on the various types of major buoys, and are fairly practical to make and maintain.

The subject of merchant marine radar has already found its way into our courts. Several cases involving collisions of ships equipped with radar were tried in 1947. The context of the decisions is that the use of radar does not relieve a vessel of any responsibility for prudent navigation. In fact, vessels so equipped may be held at fault for failure to use radar, or use it correctly. However, no cases are known where radar has been scorned by ship owners and operators because of this fact. It is a very useful navigational tool but like any other such tool it must be used properly to improve safety.

TO PATROL MIAMI-NASSAU RACE

The Coast Guard will dispatch a 165-foot patrol boat to patrol the Miami-Nassau yacht race, which will be held on 10 February. This vessel will be detailed from those stationed in the Seventh Coast Guard District.

LIBRARY ASSOCIATION OFFERS BOOKS TO COAST GUARD UNITS

Free library services are offered to Coast Guard vessels and other units by the American Merchant Marine Library Association. The association has informed Coast Guard Headquarters that comparatively few units are availing themselves of this opportunity, and renews its offer of past years.

The American Merchant Marine Library Association offers 40-volume rotating libraries on a loan basis. Books contained in these libraries are two-thirds fiction and one-third nonfiction. Branch offices of the Association are located in Boston, Mass.; New York, N. Y.; Baltimore, Md.; Philadelphia, Pa.; Charleston, S. C.; Savannah, Ga.; New Orleans, La.; Sault Ste. Marie, Mich.; San Pedro, Calif.; San Francisco, Calif.; Portland, Oreg.; and Seattle, Wash.

"LOST CUTTERS" IS TITLE OF LATEST HISTORICAL MONOGRAPH

"Lost Cutters," the latest historical monograph issued as a part of the Coast Guard's war history program, is the story of the 16 Coast Guard and 12 Coast Guard manned Navy vessels lost during World War II. These accounts contain facts taken from the logbooks of the ship, from official reports, and the stories of survivors or eye-witnesses.

The new war history consists of 36 pages and a large number of illustrations. It is the first complete list of all Coast Guard losses in which details are enumerated and known or probable causes discussed. Appendixes list the personnel of each ship who were lost.

The following are the Coast Guard vessels whose loss is described in the monograph:

AlexanderHamilton
Escanaba
Acacia
Magnolia
Bedloe
Jackson
Natsek
Em Wilcox
Em Dow
Bodega
Lightship 73
CG 85006
CG 85012
CG 83421
CG 83415
CG 83477

The following are the Coast Guard manned Navy ships, the loss of which is described in the monograph:

Muskeget
Leopold
Serpens
Sheepscot
LST 167
LST 203
LST 69
PC 590
LCI(L) 85
LCI(L) 91
LCI(L) 92
LCI(L) 93

DECORATIONS AND AWARDS MADE SINCE NOVEMBER

NAVY UNIT COMMENDATION RIBBON

Hart, Arthur F.
Wyatt, Ernest V.
Thompson, Glenn O.
Bradley, Fred B.
Russell, Loy J.
Swider, Dominic G.
Saltin, Augustin
O'Hayre, Robert J.
Schaill, William S.
Graham, Jr. Harry W.
Griffin, Charles W. L.
Kirchner, Klaus H.
Roberts, Albert W.
Conner, Willis E.
Durick, Norman L.
Gassen, Hollis C.
Peters, Walter K.
Adie, John W.
Berry, Hilary J.
Fichter, James N.
Keegan, Jr. Charles H.[1]
Bango, Albert A.
Abbitt, Freeman C.
Albert, Joseph A.
Allison, Charles R.
Alton, Eugene F.
Ambrosiak, Edward S.
Arnold, Glen J.
Barragan, Leonard J.
Bell, Lewis P.
Arnold, William E.
Blackburn, Harold D.
Clark, Elvis W.
Collins, George W.
Cornelius, Clifford E.
Denison, James E.
DiMatteo, John
Doyal, Jr., Samuel T.
Ellinwood, Ronald T.
Maxwell, Harrold B.
Feduke, Michael
Fillyaw, Ervin M.

[1] Deceased.

Fisher, William E.
France, Jr. George A.
Garrison, Sr., Furman C.
Gaucas, Edward
Gaudet, Robert
Goldsmith, John H.
Gossett, Charles L.
Gregg, Jr., Simon M.
Hodges, Ulysses
Hoffman, Clyde E.
Holcombe, Orville
Intile, Thomas E.
Irby, Hugh C.
Johnson, Walter D.
Keyser, Eugene M.
Kirk, Robert M.
Levy, Alvin J.
Lura, Jr., John
MacNealy, Richard K.
Matulewicz, Edward P.
McCollum, Dale E.
Meehan, Francis W.
Mulligan, Francis X.
Muska, Henry J.
Nyert, Frank
Reyes, Phillip E.
Richardson, Elmer A.
Roan, Roy R.
Roberts, Memory L.
Sampson, Anselm P.
Shelley, Jr., Royden R.
Scheuer, Howard W.
Schleicher, William F.
Smith, Billy
Sherwood, Walter C.
Solter, Myron W.
Spalding, Walter C.
Stanley, Robert E.
Vail, Samuel J.
Wacelitz, Jr., Peter
Watt, Wallace G.
Weeder, Ross W.
Webb, Perry
Benz, William H.
Carty, Elmer G.
Cherry, Roy C.
Clark, Walter H.
Coon, Charles W.
Hire, Nicolas R.
Horner, Kenneth J.
McBrien, Donald M.
McClellan, Howard
McKerley, Wilson M.
ODell, Gerald J.
Osika, Louis S.
Seroogy, Richard J.
Burkett, John E.
Clark, John Q.
Kernes, Loren W.
Berg, Warren M.
Corcoran, Gerald E.
Crosby, Robert J.
English, George L.
Erickson, Alfred E.
Evangelista, Angelo J.
Gaudin, Robert S.
Herner, Leo R.
Kasza, Michael
Jones, John E.
Armstrong, Joseph E.
Bagley, John W.
Bannister, Junior H.
Benson, Bud M.
Booth, Laurel V.
Coe, Rulon L.
Condra, Billie M.
Craig, James W.
Eastman, Jr. Edgar A.
Edington, Earl K.
Fields, Frank
Hoffman, Robert W.
Garrett, Ben F.
Gilbert, Lloyd E.
Jenkins, William D.
Johnston, Clayton C.
Laverty, George H.
McCann, Clyde O.
Ogden, Robert N.
Ronayne, William J.
Pignone, Joseph J.
Nelson, Ober N.
Stills, Randolph A.
Trosclair, Angelo J.
Webb, John H.
Williams, Jesse J.
O'Maley, Paul K.
Scatliffe, Mario E.
Sledziewski, Teddy C.
Wendler, Harry P.
Valencia, Ezekiel
Nierman, Morris
McJilton, Joseph F.
Glenn, Howard R.
Hill, Jr., Claude M.
Corbett, Sr., Willis H.

NAVY COMMENDATION RIBBON

Capron, Walter C.

COAST GUARD COMMENDATION RIBBON

Barnes, Clifford A.
Hogan, Wilbur C.

DR. CLIFTON P. CLARK DIES

Dr. Clifton P. Clark, a former civilian employee at Coast Guard Headquarters, who had retired on 31 May, 1945, after 50 years of Government service, died in Washington, D. C. on December 29.

Dr. Clark was born in 1875, and entered the Government service in 1895. He was both a doctor of pharmacy and a doctor of medicine, although he never practiced these professions. He joined the Revenue Cutter Service in 1904, and served it continuously until his retirement.

CHANGES IN ASSIGNMENT

The following changes in assignments were made during the week ending 26 December:

Capt. Frank M. Meals, Staff, SCAP, Tokyo, Japan, to 12CGD Office (furas by HQ).

Capt. George C. Whittlesey, Merchant Marine Detail, Manila, P. I., to 3CGD Office (furas by HQ).

Lt. Comdr. Joseph B. Carskadon, (R), Discharged from USCGR effective 7 January 1948 (age of 64).

Lt. Comdr. Jesse O. Thompson (R), Merchant Marine Detail, Shanghai, China, to 12CGD Office (furas by HQ).

The following changes in assignments were made during the week ending 9 January:

Capt. Joseph D. Conway, 1CGD Office to 14CGD Office (Chief of Staff).

Capt. John W. Ryssy, 14 CGD Office to 7CGD Office (Ch., Eng. Div.).

Commander Frederick G. Eastman, 7CGD Office to *Winona* (CO).

Lt. Comdr. Berthel N. Larsen (R), Released to inactive duty 10 January 1948.

Lt. Comdr. Arthur G. Rose (R), Released to inactive duty 7 January 1948.

Lt. Comdr. Robert Waldron, AirSta, Brooklyn, N. Y., to AirSta, Miami (XO).

Lt. Comdr. James W. Williams, Chanute Field, Rantoul, Ill. (under instr.) to AirSta, Brooklyn, N. Y. (EO).

CHANGES IN VESSEL STATUS

PONTCHARTRAIN (*WPG–70*)
WINNEBAGO (*WPG–40*)

Placed "out of commission, in reserve" on 9 January from "in commission, in reserve" status.

ARUNDEL (*WYT–90*)

Placed in full commission on 7 January from "in commission, in reserve" status. Vessel's permanent station is Buzzard's Bay, Mass.

EVERGREEN (*WAGL–295*)

Designated as the International Ice Patrol Oceanographic vessel for the 1948 season. To be ready for sea on 15 March 1948.

CAMPBELL (*WPG–32*)
EAGLE (*WIX–327*)

Tentatively designated as Cadet Practice Cruise vessels for summer of 1948.

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